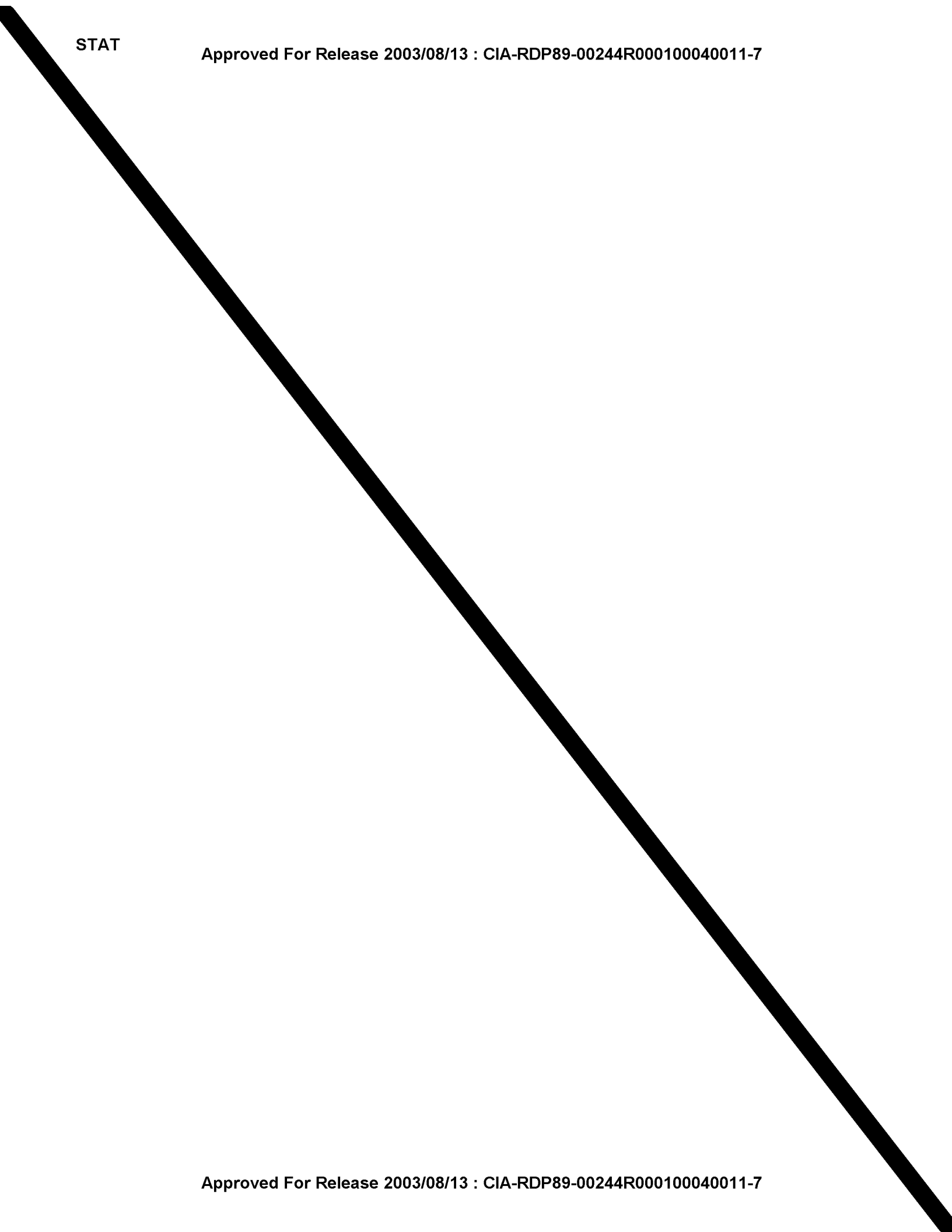
Skidmore, Owings & Merrill

Agenda

CIA Review Meeting

August 14, 1981

1. Status report - SOM
2. Status Report - JHK
3. Program and parking requirements
4. Master Plan outline
5. Evaluation of alternatives
   a. Status
   b. Procedure for next week



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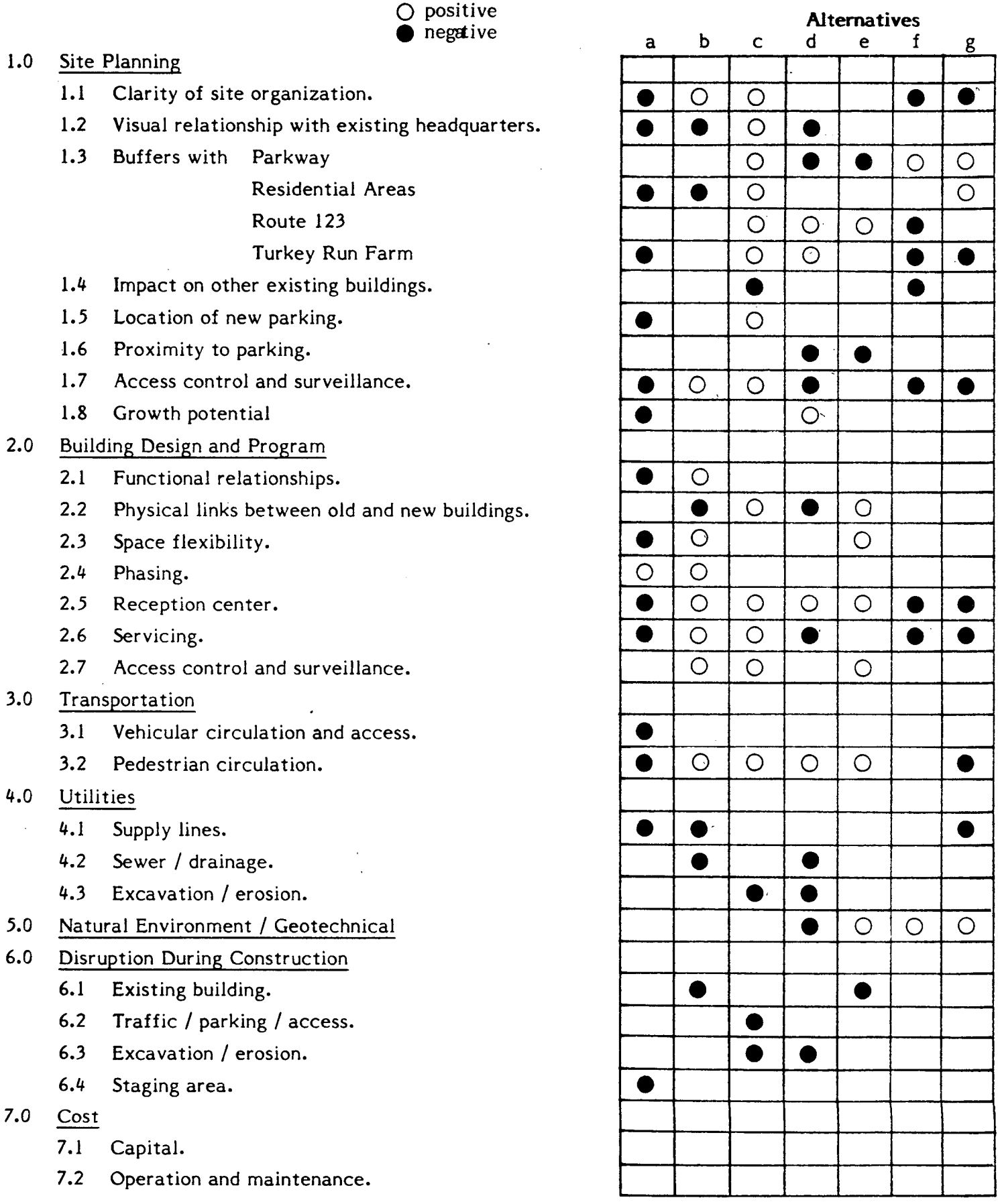
CIA Master Development Plan
Evaluation Matrix - August 13, 1981

○ positive
● negative



Alternative C (continued)

- Permits efficient access control and surveillance.
- Easily linked physically to existing headquarters.
- Permits efficient use of single reception center.
- Service access may continue through existing docks.
- Access control to building is good.
- Major disruption of vehicular circulation and pedestrian access to existing headquarters during construction.
- Need to dispose of huge amount of earth from hill.

Alternative D

- Difficult to relate visually to existing headquarters building.
- Intrusion of building into wooded buffer near Parkway is extremely unfavorable.
- Very far from parking lots.
- Proximity to site perimeter poses security problems.
- Allows flexibility for future growth on site.
- Physical link to existing headquarters possible only below grade.
- Permits efficient use of central reception center at existing main entrance.
- Requires new service dock and driveway within wooded buffer area.
- Requires extensive measures to control erosion and drainage during construction.

Alternative E

- New building may be visible from Parkway.
- May require expansion of north parking lot.
- Far from west and south parking lots.
- Easily linked physically to existing headquarters.
- Permits flexibility in space utilization.
- Permits efficient use of single reception center.
- Access control to building is good.
- Moderate disruption of existing headquarters during construction.

Alternative F

- Unsatisfactory site organization; however, new building is close to main entrance.
- New building clearly visible from west and possibly from south.
- May complicate access to motor pool and power plant.
- Distance between old and new buildings complicates access control.
- Logistical problems in using one central reception center.
- Separate service access and docks required for new building.

SOM Evaluation of Alternatives
CIA Master Development Plan
August 14, 1981

Alternative A

- Clarity of site organization is poor - not a true campus plan because existing headquarters is too large.
- Visual relationship of new to existing buildings is not thought out.
- New buildings are completely exposed to the residential area on the southeast and Turkey Run Farm on the west.
- New building on south parking lot may require construction of considerable structured parking.
- Security difficulties posed by mulitplicity of buildings, their physical separation, and their proximity to compound perimeter.
- Extensive land utilization limits potential for future growth.
- Building layout does not meet requirements for functional relationships as outlined in 1981 program.
- Flexibility of space utilization is very limited.
- Multiple buildings and spread site permit flexibility in phasing.
- Centralized reception center is impractical.
- Requires multiple receiving docks.
- One of the parking lots would have to be used as a staging area during construction.

Alternative B

- Very clear site organization.
- Difficult to achieve visual compatibility with existing headquarters.
- Southern wing may be exposed to view from residential area southeast of site.
- May require expansion of north parking lot.
- Advantageous for access control and surveillance.
- Easily adaptable to required functional relationships.
- Extensive structural modfications required to physically link to existing headquarters building.
- Excellent space use flexibility.
- Permits flexibility in phasing.
- Permits efficient use of single reception center.
- Service access may continue through existing docks.
- Access control to building is excellent.
- Large-scale disruption of existing headquarters during construction.

Alternative C

- Very clear site organization.
- Easy to achieve visual compatibility with existing headquarters.
- Excellent buffering from all sides.
- Minimal disruption of existing parking and minimal need for new structured parking.
- Requires relocation of cooling towers and generators outside power plant and reconfiguring of printing plant loading.

Alternative G

- Poor site organization.
- Directly exposed from west.
- May require large new parking structures.
- Distance between old and new buildings complicates access control; proximity to site perimeter may pose security problem.
- Logistical problems in using one central reception center.
- Separate service access and docks required for new building.

CIA MASTER DEVELOPMENT PLAN
TRANSPORTATION ANALYSIS

A. 1972 Proposed Master Plan

- New West and South parking is remote from main building
- Visitor parking is remote (1/2 mile) from main building
- Parking lots are decentralized--finding a space when the lots near capacity can be time and energy consuming

B. Add on Existing Building

- Parking garage has direct pedestrian access to building
- Parking garage is equidistant from G. W. Parkway and Routes 123/193

C. Woodchuck/Rabbit Hill

- Parking garage has direct pedestrian access to new building
- Parking garage is equidistant from G. W. Parkway and Routes 123/193
- Parkers are kept on circumference of campus and on the primary circulation roadways

D. Falling Waters

- Parking garage has direct pedestrian access to the main building
- Parking garage is not geographically centered causing circuitous travel
- Two of the three major access points from the garage are on a curve

E. North Parking Lot

- Parking garage is remote from buildings
- Parking garage is equidistant from G. W. Parkway and Routes 123/193
- Parkers are kept on circumference of campus and on the primary circulation roadways

F. South Parking Lot

- South parking garage has direct pedestrian access to the new building
- Two parking garages reduce congestion at any one access point

G. West Parking Lot

- Buildings separated by 1,000 ft. and a hill--inhibits pedestrian flow
- Parking is centralized between buildings for good pedestrian flow
- Centralized parking creates congestion during peak hours
- Vehicles from G. W. Parkway must access the garage via a circuitous route

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Evaluation of Alternatives
CIA Master Development Plan
Summary of Utility Impacts
August 14, 1981

.1 Supply Impacts
Water Lines
Underground Electrical
Transmission Lines

.2 Sewer / Drainage
Storm Water
Sanitary Sewer
Pavement

.3 Excavation / Erosion
Sediment / Erosion
Amount of Excavation
Hydrology

Alternative A

.1	Major transmission line	relocation / construction
.2	Minor storm drainage	relocation / construction
.3	Major pavement	relocation / construction

Alternative B

.1	major water line	relocation / construction
	major electrical service	relocation / construction
.2	major storm drainage	relocation / construction
	major sanitary drainage	relocation / construction
.3		

Alternative C

.1		
.2	Moderate sanitary drainage	relocation / construction
.3	Major excavation	
	Minor erosion control measures	

Alternative D

.1	Moderate electrical service	relocation / construction
.2	Very major storm drainage	relocation / construction
.3	Major excavation	
	Major erosion control measures	

Evaluation of Alternatives
CIA Master Development Plan
Summary of Utility Impacts
August 14, 1981

	Alternative E	
.1	Minor water line	relocation / construction
.2	Moderate storm drainage	relocation / construction
.3		
	Alternative F	
.1		
.2	Moderate storm drainage	relocation / construction
.3		
	Alternative G	
.1	Major transmission line	relocation.
.2	Moderate storm drainage	relocation / new construction
	Moderate sanitary drainage	relocation / new construction

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August 10, 1981

Mr. Alan Carroll
Skidmore, Owings & Merrill
1201 Connecticut Avenue, N.W.
Washington, D.C. 20036

Dear Alan:

The following is an assessment of geological and natural features which could preclude the construction of any of the seven CIA Master Plan alternatives. The overall site appears to be favorable for construction. The topography is undulating with prevalent slopes between 3 and 8 percent and relief in developed areas of generally less than 50 feet. There is no evidence of rock outcrops in the vicinity and the bedrock is typically 30 feet or greater. The overburden appears to be principally saprolite, a soft, clay-rich decomposed material. There are minor drainages on the west side of the site flowing to Turkey Run and a stream channel on the east flowing into the Potomac River.

Vegetation on the site is composed mainly of deciduous trees with some ornamental trees and shrubs found throughout. Vegetation is densest on the eastern and northern side of the grounds and is continuous with the George Washington Memorial Parkway, an area which Fairfax County considers an Environmental Quality Corridor. Wildlife associated with this habitat include numerous small mammals and songbirds and some larger mammals such as white-tailed deer. However, the latter is probably not found on the site due to the barrier posed by the security fence. There are no threatened or endangered species on the site although bald eagles are known to fly overhead. According to the U.S. Fish and Wildlife Service, this should not present a barrier to Master Plan development.

Alternative a

- There are no geologic, hydrologic, or topographic constraints associated with this alternative.

- The complex northwest of the existing building would preclude approximately 2 acres of maintained grass fields and one small grove of trees.

- The complex south of the building would preclude approximately 2 acres of mature deciduous trees. This area is of moderate value as habitat for wildlife.

Alternative b

- There are no geologic, hydrologic on topographic constraints associated with this building and parking garage alternative.

- The wing on the north side of the building would preclude 1/2 acre of grass and scattered trees of low wildlife value while the wing on the south side of the building would preclude 2 acres of mature deciduous trees of moderate wildlife habitat value.

- The parking garage would preclude scattered ornamental trees.

Alternative c

- There are no geologic or hydrologic constraints associated with this building and parking garage alternative.

- A hill approximately 60 feet in height would have to be altered to accommodate the building.

- The building would preclude approximately 4 acres of maintained grass and deciduous woods of moderate wildlife habitat value.

- The parking garage would preclude scattered ornamental trees.

Alternative d

- Construction of the building might present a geologic hazard since it is located on a steeply sloping valley (20%) adjacent to the stream channel which drains the eastern portion of the site and flows into the Potomac River.

- The building would preclude approximately 5 acres of mainly deciduous woods of relatively high wildlife habitat value.

- The area surrounding this alternative borders on a Fairfax County Environmental Quality Corridor.

- The parking garage site presents no geologic, topographic, or hydrologic constraints and would preclude some scattered ornamental trees.

Alternative e

- There are no geologic, topographic or hydrologic constraints associated with this building and parking garage alternative.
- The building and parking garage would preclude 1 acre of maintained grass and scattered trees of low wildlife habitat value.

Alternative f

- There are no geologic, topographic, or hydrologic constraints associated with this building and parking garage alternative.
- The building and parking garage would preclude the presence of scattered ornamental trees.

Alternative g

- There are no geologic, topographic, or hydrologic constraints associated with this building and parking garage alternative.
- Scattered ornamental trees would be precluded by the building and parking garage.

In summary, all alternatives appear to be suited for development from a geologic and natural features perspective with the exception of Alternative d, which is on a steeply sloped drainage and borders on an Environmental Quality Corridor.

Sincerely

DAMES & MOORE

Bill Levitan

William Levitan
Project Manager

WL/flc

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